BookletChart™

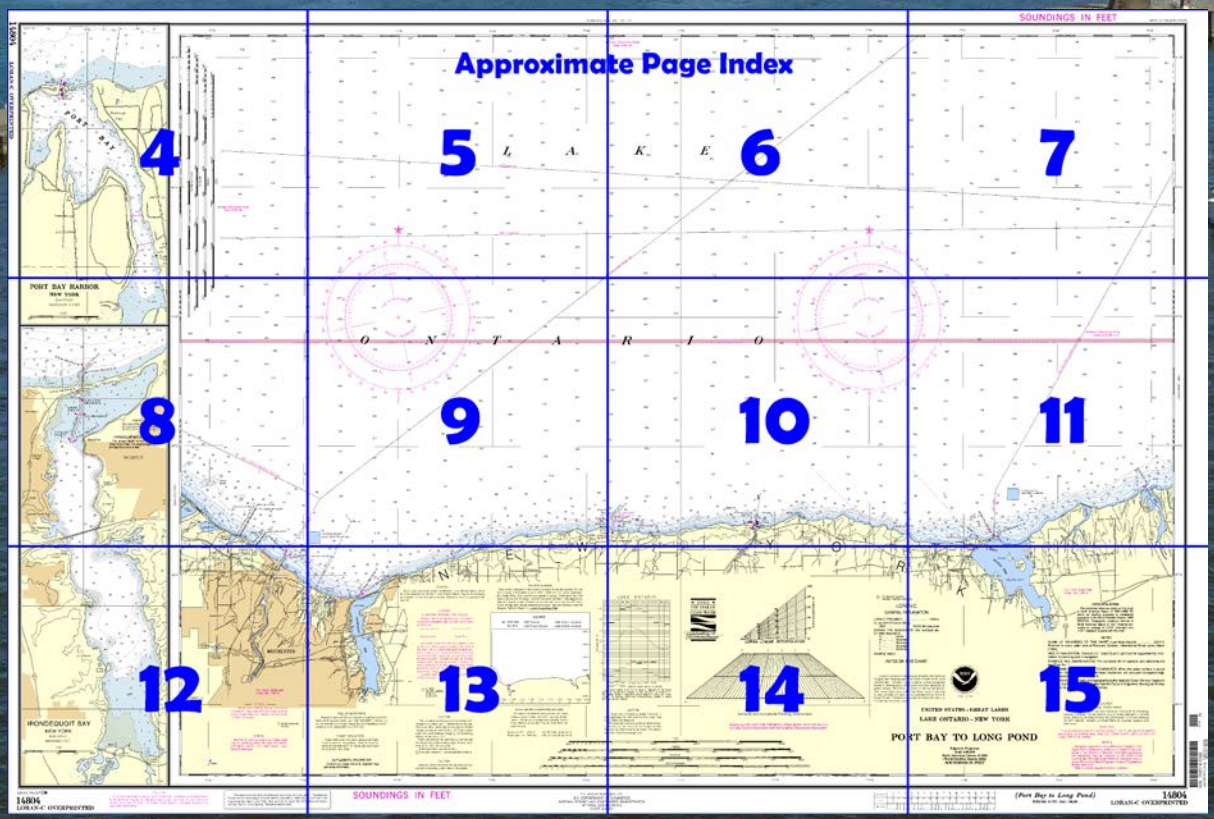
Port Bay to Long Pond

NOAA Chart 14804

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14804

(Selected Excerpts from Coast Pilot)
Port Bay is about halfway between Little Sodus and Sodus Bays. A privately maintained and marked channel enters the bay from Lake Ontario and is protected on the W by a short pier and fill. In August 1993, the controlling depth in the channel was 6 feet. The entrance is extremely difficult to make in rough weather. An overhead cable with an unknown clearance crosses the entrance channel. Good water is available inside the bay. Transient berths, gasoline, water, electricity, and a launching ramp are available in the bay.
East Bay, about 4 miles E of Sodus Bay at the mouth of Mudge Creek, is small and shallow and closed to lakeward.
The shoreline from Sodus Bay trends generally WNW for 10.5 miles to Pultneyville. The E part of this stretch is marked by hills; for about 3 miles W from Sodus Bay, shoals extend offshore about 0.7 mile. Elsewhere, deep water is less than 0.4 mile offshore. A marina at **Fairbanks Point**, about 2 miles E of Pultneyville, provides gasoline, water, ice, electricity, a launching ramp, and hull and engine repairs.
Pultneyville, N.Y., is a recreational small-craft harbor on **Salmon Creek**. The entrance to the creek is sheltered by a point of land on the W, but is exposed to the N and E.
The entrance channel between two submerged jetties is marked by private lighted buoys and ranges. In 1981, the controlling depth was reported to be 5 feet in the entrance and in the cove at the mouth of the creek. A marina in the cove provides gasoline, water, electricity, sewage pump-out, launching ramps, fixed lifts to 2 tons, and emergency repairs. In 1977, depths of 1½ to 5 feet were reported at the berths.
The shore from Pultneyville continues W for 6.5 miles to **Smoky Point**, thence W for about 6 miles to **Ninemile Point**, and thence SW for 5.5 miles to Irondequoit Bay. Deep water along this stretch is about 0.5 mile offshore.
Irondequoit Bay is about midway between the mouth of the Niagara River and the head of the St. Lawrence River, and about 3.5 miles E of the Genesee River entrance. The bay is irregularly shaped with hilly shores, and extends inland about 4 miles.
From Irondequoit Bay WNW for 3.8 miles to the mouth of the Genesee River, deep water is about 0.5 mile offshore. A rock covered ½ foot is close inshore about 0.7 mile SE of the Genesee River entrance.
Rochester Harbor, at the mouth of the **Genesee River**, is 54 miles west of Oswego Harbor and about 7 miles north of the main business district of the city of **Rochester, NY.** The river is navigable for about 5.5 miles above the mouth. The first of a group of dams is about 7 miles upstream from Lake Ontario. There is no navigable connection between the lower portion of the Genesee River and the New York State Canal, which connects with the river about 11 miles upstream from the lake. The surface elevation of the river falls more than 260 feet between the Rochester Terminal of the New York State Canal System and the head of navigation of the lower portion of the river below the dams.
Rochester Coast Guard Station is on the E side of the river just inside the mouth.
A **speed limit** of 6 mph is enforced in Rochester Harbor.
Rochester has facilities on both sides of the river for about 3 miles above the mouth. The facilities described have freshwater connections. The alongside depths are reported depths; for information on the latest depths, contact the operator.
Supplies.–Some marine supplies, water, provisions, and diesel fuel can be obtained at Rochester.
Anchorage with good protection from W winds is available between the mouth of the Genesee River and **Braddock Point** (43°19.4'N., 77°42.9'W.), about 7 miles NW. Adequate depths are found within 1 mile offshore. Numerous potable water intakes are within 2.5 miles NW of the Genesee River and a dangerous wreck covered 1.4 feet is 0.2 mile offshore in about 43°17.6'N., 77°40.2'W.; caution is advised. **Lewis Shoal**, covered 14 feet, is centered about 1.2 miles offshore extending from about 43°18.5'N., 77°40.5'W. to 43°18.8'N., 77°39.5'W., with a width of about 600 yards. The shore is low and consists mostly of bars enclosing a series of shallow ponds or enlarged outlets of creeks.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

BRIDGE NOTE
Irondequoit Bay Outlet Swing Bridge
HOR CL100 FT } Closed Position
VERT CL 8 FT } Dec 1 to Apr 1

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

IRONDEQUOIT BAY CHANNEL
The project depth for the Entrance Channel is 9 feet. The project depth for the Bay Channel is 8 feet.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to North American Datum of 1927 must be corrected an average of 0.224" northward and 1.001" eastward to agree with this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOTE B
Mariners should use caution as military craft may be operating within the area. For further information consult U.S. Coast Guard Local Notice to Mariners.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service stations listed below provide continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Syracuse, NY	WXL-31	162.55 MHz (Chan WX-1)
Rochester, NY	KHA-53	162.40 MHz (Chan WX-2)

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.
Refer to charted regulation section numbers.

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140
This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

CAUTION
POTABLE WATER INTAKE
Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

SOURCE DIAGRAM
Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
9960 ..... 99,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M ..... Master
W ..... Secondary
X ..... Secondary
Y ..... Secondary
Z ..... Secondary
EXAMPLE 9960-X

RATES ON THIS CHART
9960-W 9960-X 9960-Z

Loran-C correction tables published by the National Imagery and Mapping Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ½ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

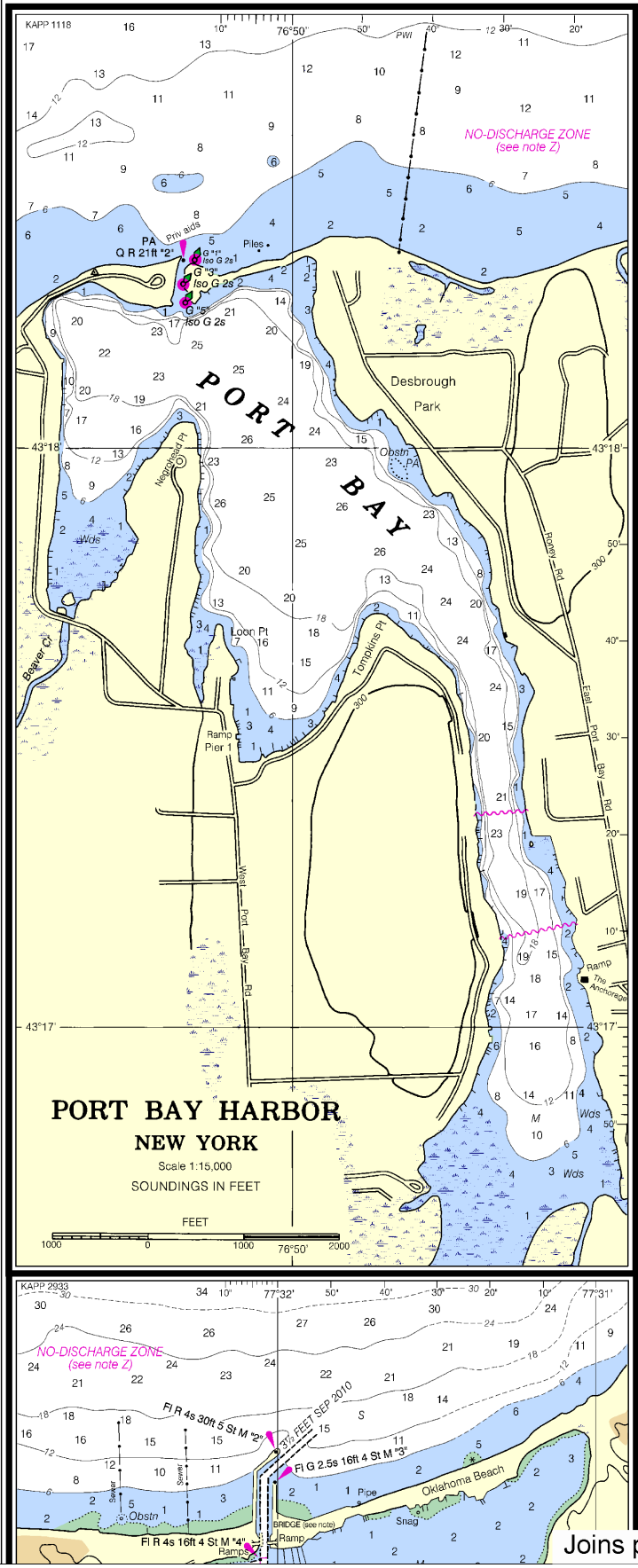
Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

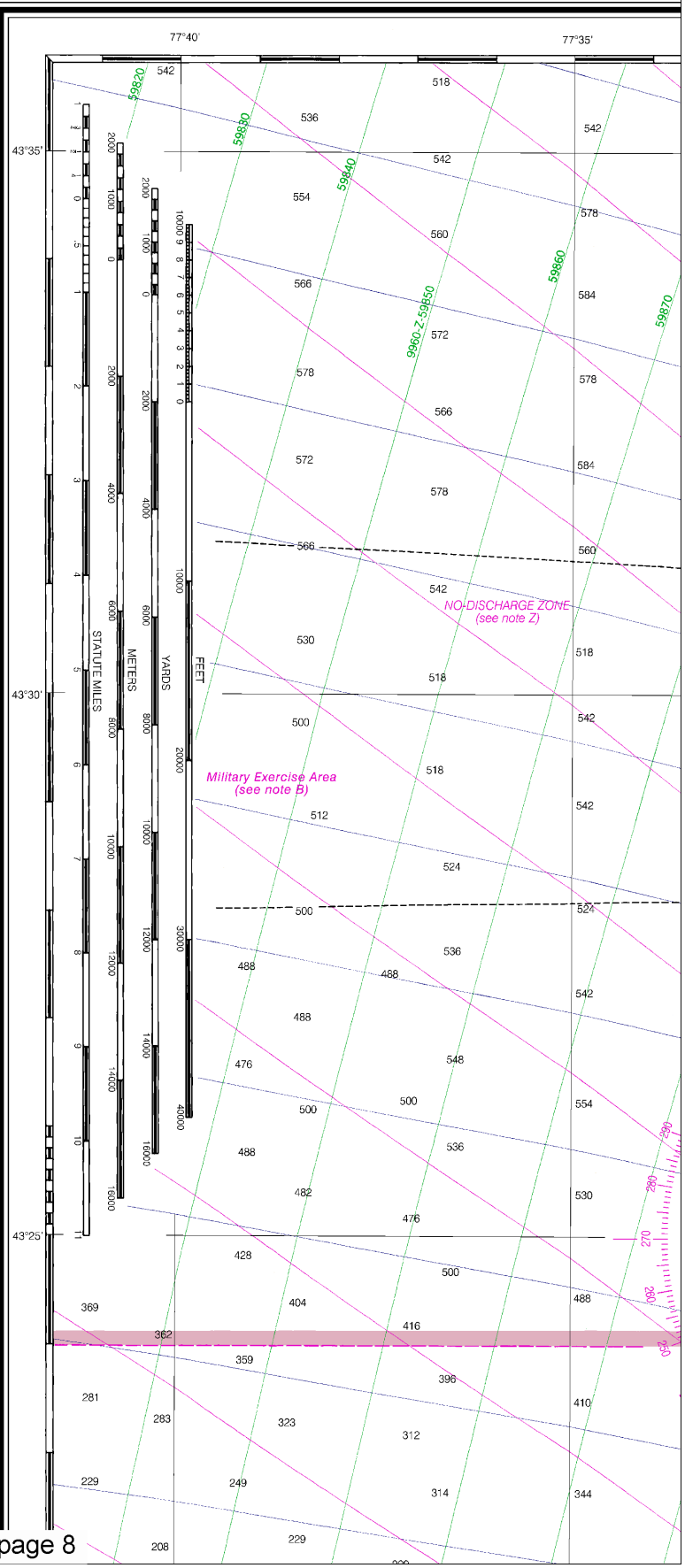
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

NOTES
PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 243.3 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.





Joins page 8

4

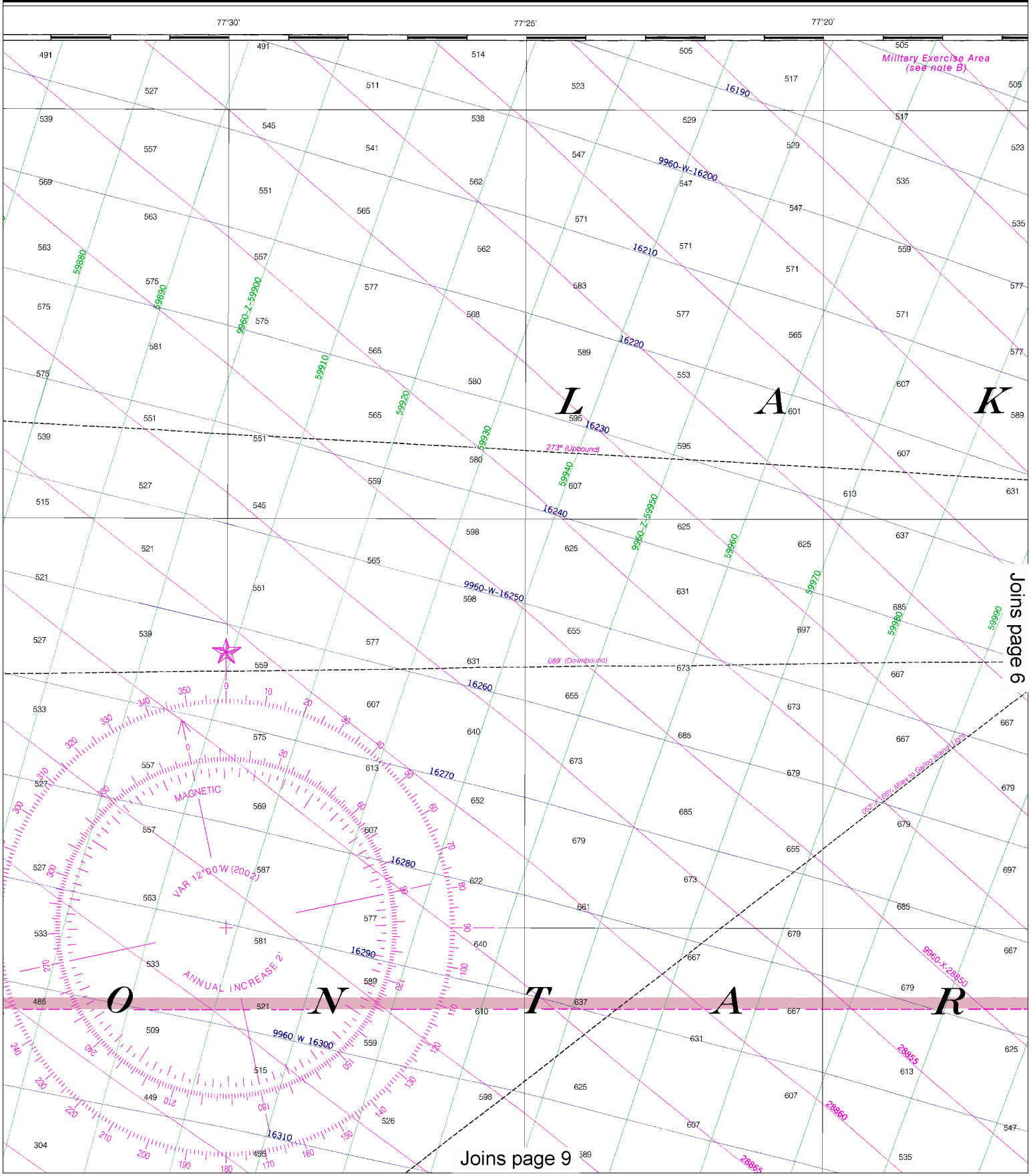
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

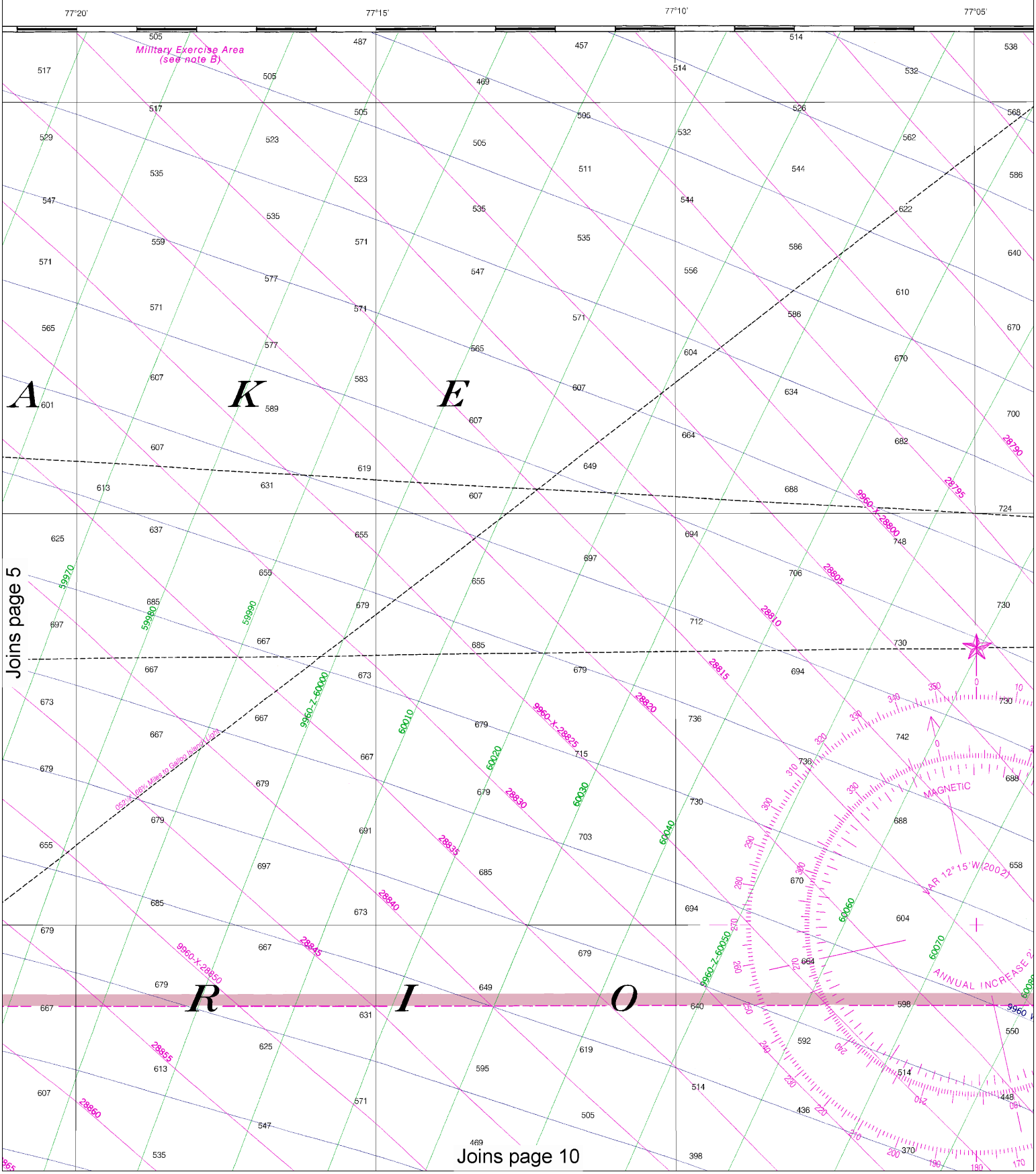
Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:114286. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



6

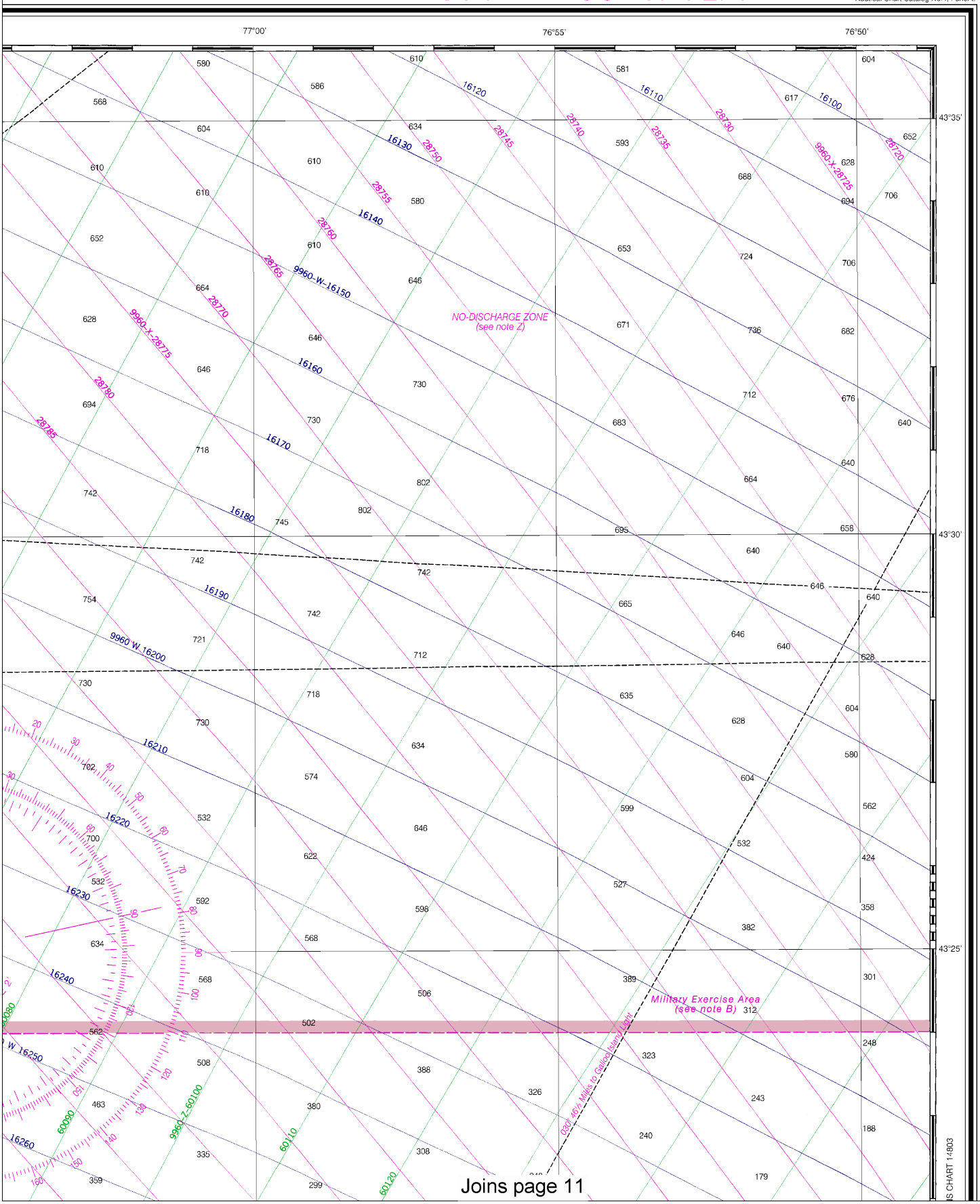
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

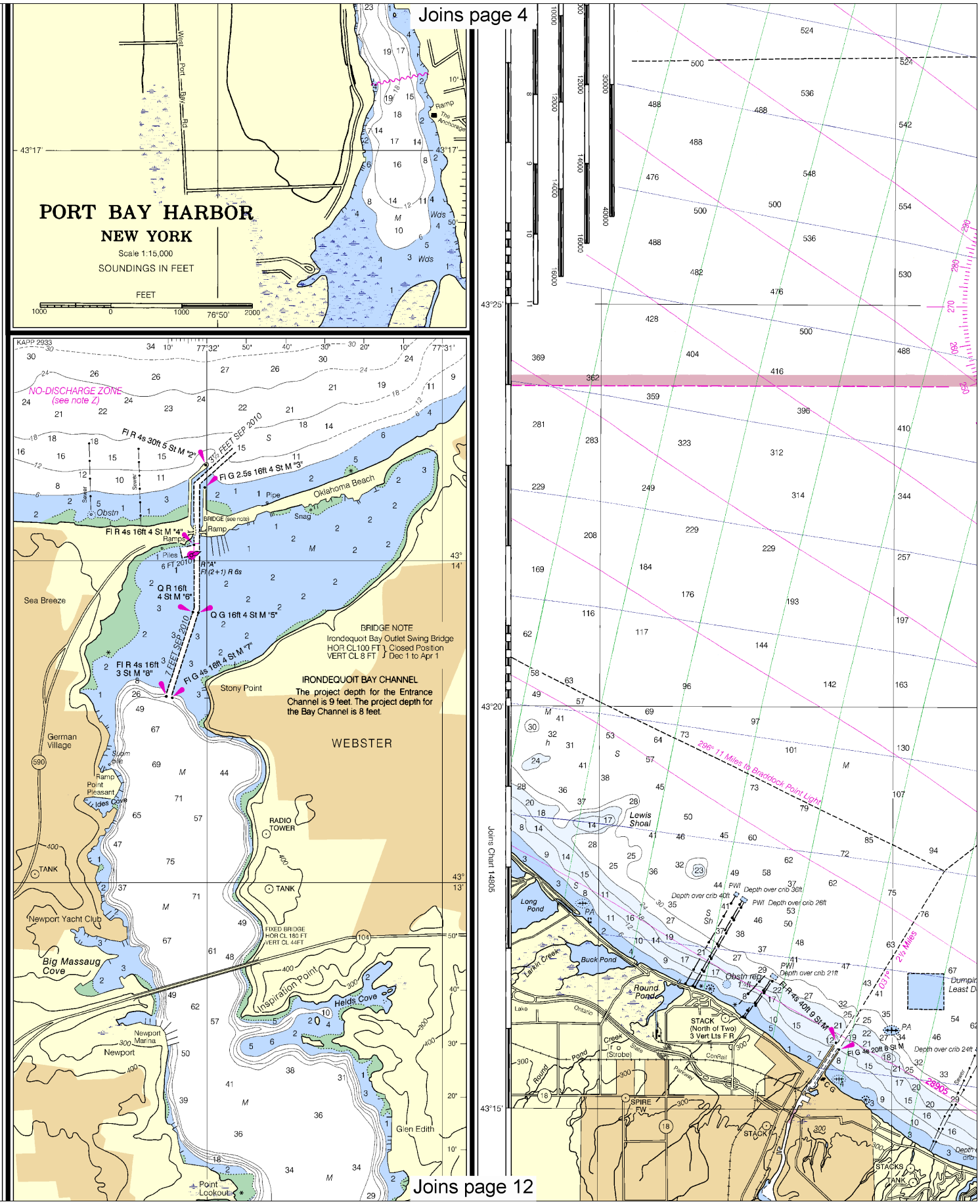
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.



8

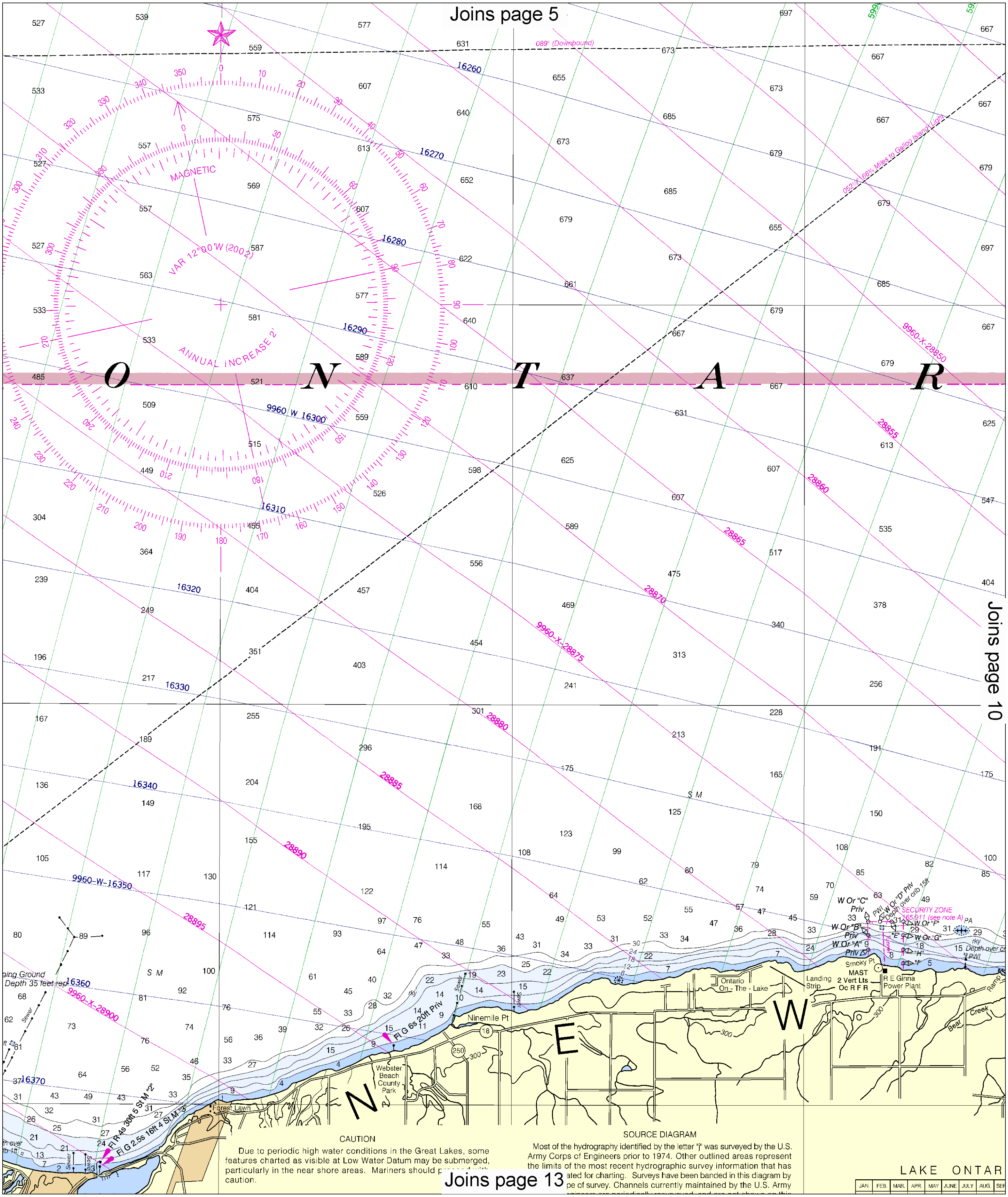
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

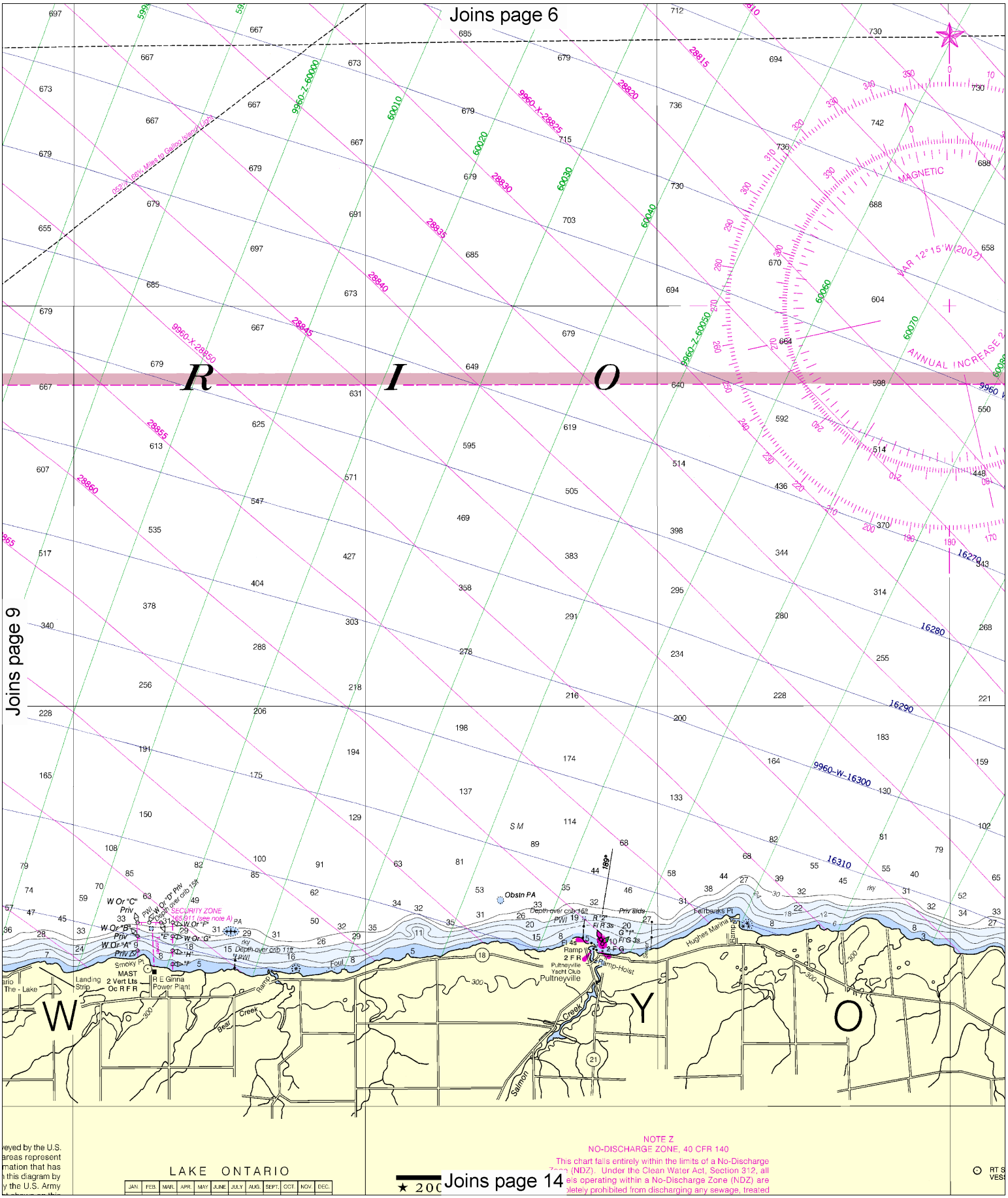
See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



Joins page 5
Joins page 10
Joins page 13
O N T A R
MAGNETIC
VAR 12°00'W (2002)
ANNUAL INCREASE 2'
089° (Downbound)
052°T 68½ Miles to Galloo Island Light
9960-X-28850
9960 W 16300
9960-X-28875
9960-W-16350
9960-X-28900
SECURITY ZONE
Ninemile Pt
Webster Beach County Park
Forest Lawn
Ontario On - The - Lake
Landing Strip
Smoky Pt
MAST 2 Vert Lts Oc R F R
R E Ginna Power Plant
Bear Creek
N E W
Fl G 6s 20ft Priv
Fl R 4s 30ft 5 St M "2"
Fl G 2.5s 16ft 4 St M "3"
CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should p... caution.
SOURCE DIAGRAM
Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has ...ated for charting. Surveys have been banded in this diagram by ...pe of survey. Channels currently maintained by the U.S. Army
LAKE ONTAR
JAN. FEB. MAR. APR. MAY JUNE JULY AUG. SEP



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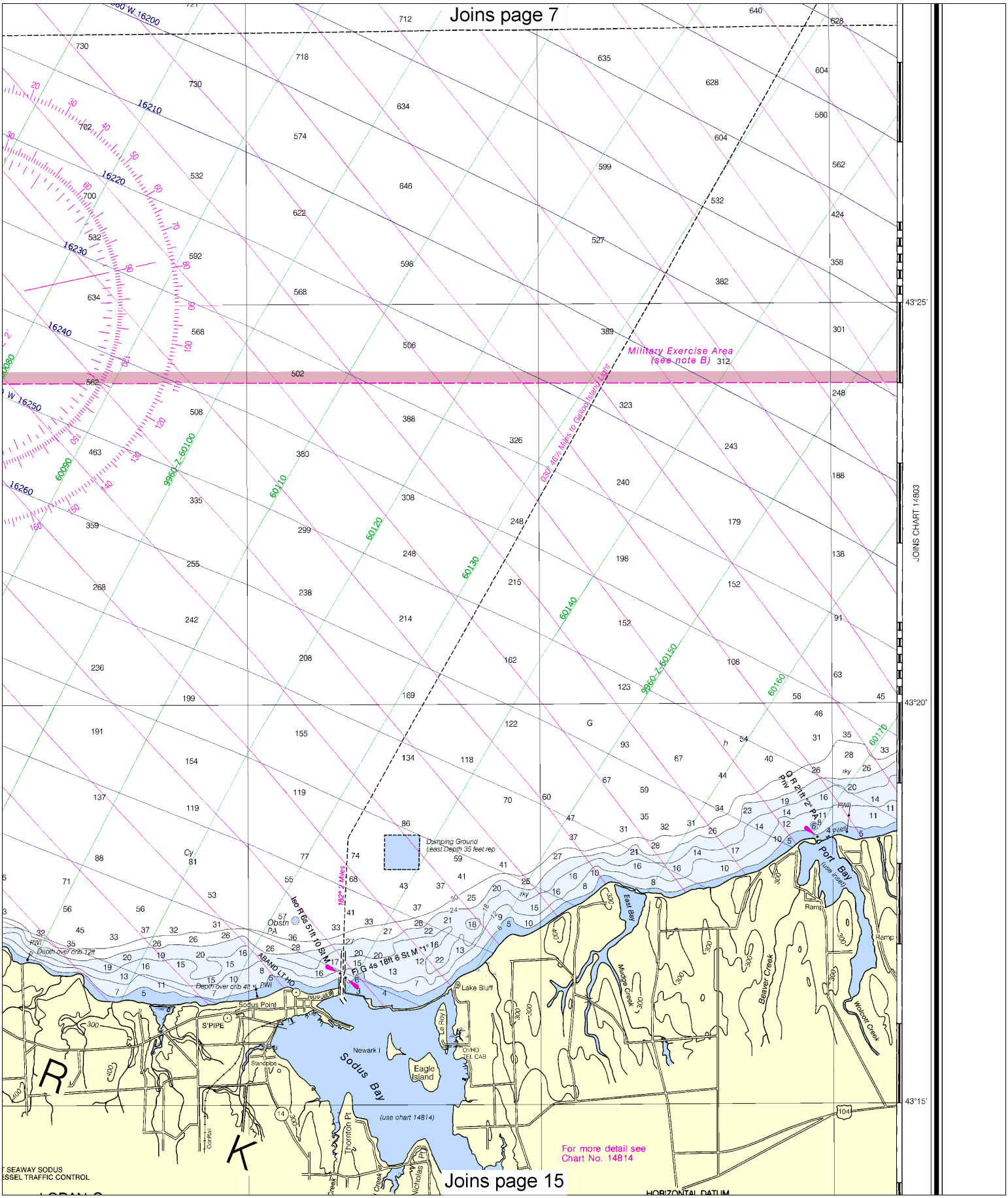
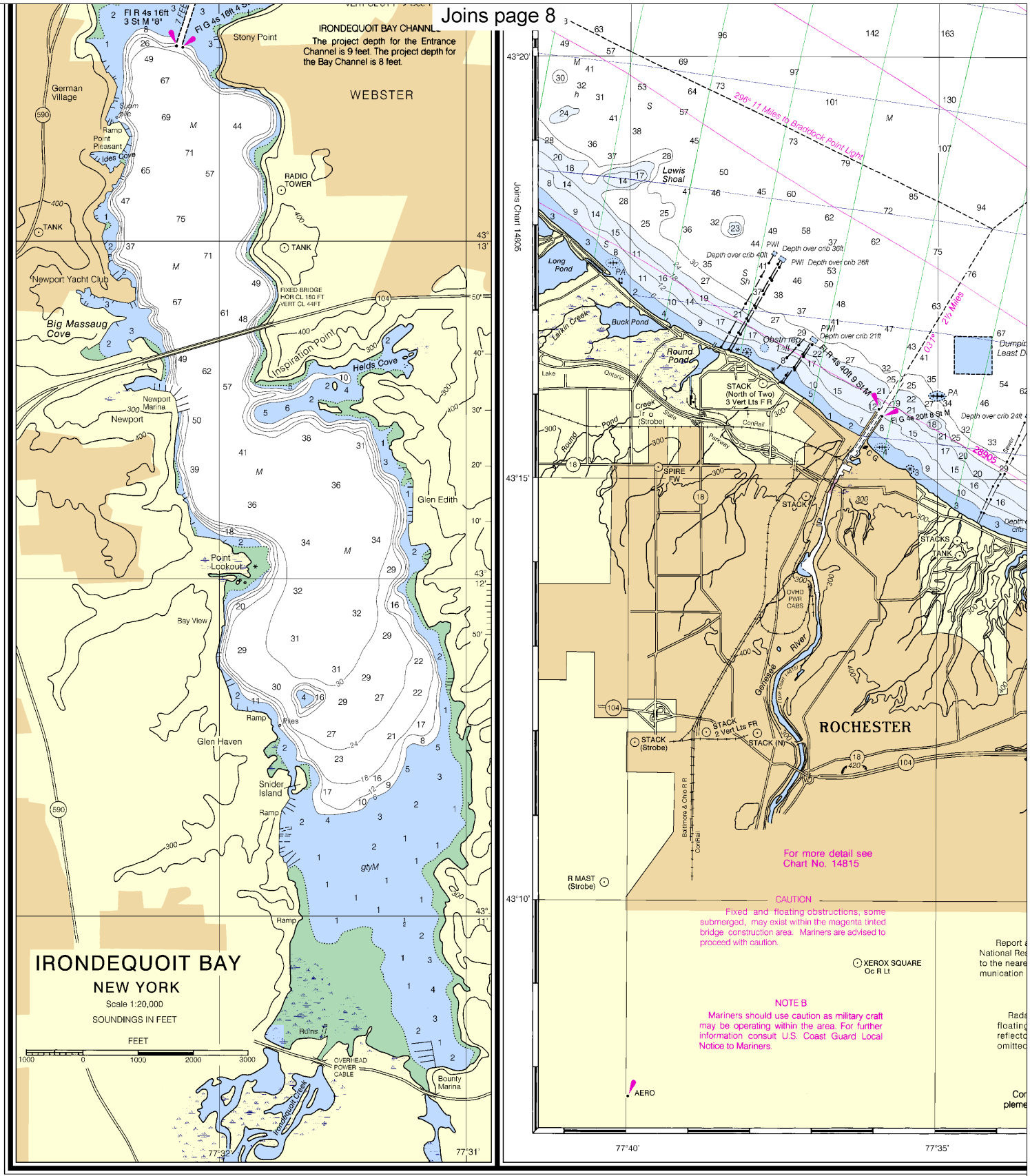
Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000


Joins page 7
Military Exercise Area
(see note B)
Dumping Ground
Least Depth 35 feet rep
Iso R 6s 51ft 10 St M
Fl G 4s 18ft 6 St M
ABAND LT HO
Obstn
Depth over crib 12ft
Depth over crib 4ft
Sodus Point
S'PIPE
Newark I
Eagle Island
Sodus Bay
Lake Bluff
Port Bay
East Bay
Mudge Creek
Beaver Creek
Wolcott Creek
Ramp
Standpipe
Tr Tr
Trornton Pt
(use chart 14814)
For more detail see
Chart No. 14814
Joins page 15
JOINS CHART 14803
43°25'
43°20'
43°15'
R
K



24th Ed., Feb 23/ 02■

14804
LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

Note: Chart grid lines are aligned with true north.

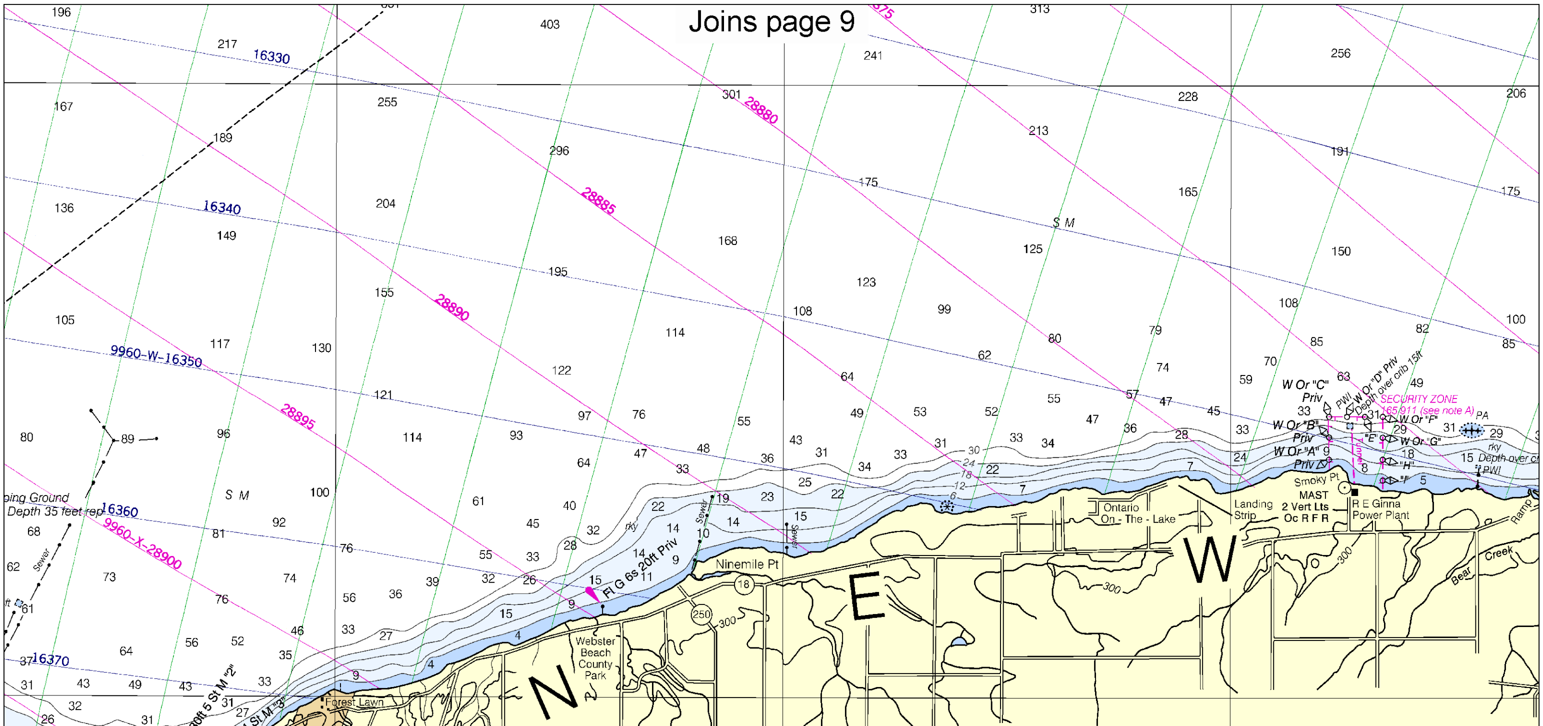
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 9



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R MAST (WCMF) (WBFB) 3 Vert Lts Oc R 2 F R

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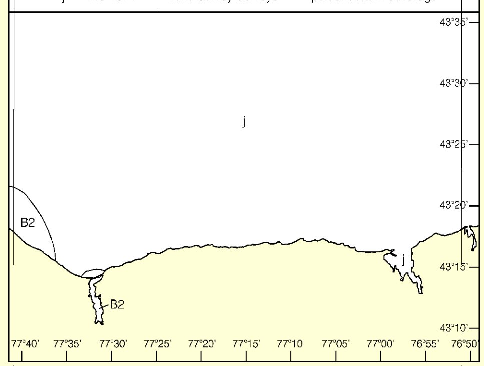
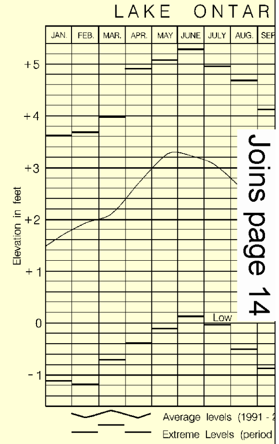
SOURCE

B2	1970-1989	NOS Surveys	partial bottom coverage
j	Pre-1974	Lake Survey Surveys	partial bottom coverage



LAKE ONTAR



Joins page 14

Low Water Datum, which is the plane of refe... shown on the above hydrograph, is also the pla... the charted depths. If the lake level is above ... Datum, the existing depths are correspondingly ... than the charted depths.

POLLUTION REPORTS

...t all spills of oil and hazardous substances to the ...esponse Center via 1-800-424-8802 (toll free), or ...rest U.S. Coast Guard facility if telephone com...n is impossible (33 CFR 153).

RADAR REFLECTORS

...dar reflectors have been placed on many ...ng aids to navigation. Individual radar ...tor identification on these aids has been ...ed from this chart.

SUPPLEMENTAL INFORMATION

...onsult U.S. Coast Pilot 6 for important sup...mental information.

CAUTION

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Station positions are shown thus:
⨀(Accurate location) o(Approximate location)

CAUTION

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NOAA VHF-FM WEATHER BROADCASTS

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Rochester, NY	KHA-53	162.40 MHz (Chan WX-2)

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During some winter months or whe... gered by ice, certain aids to naviga... replaced by other types or removed. Fo... see U.S. Coast Guard Light List.

10000 9 8 7 6 5 4 3 2 1 0

2000 1000 0 2000 4000

2000 1000 0 2000 4000

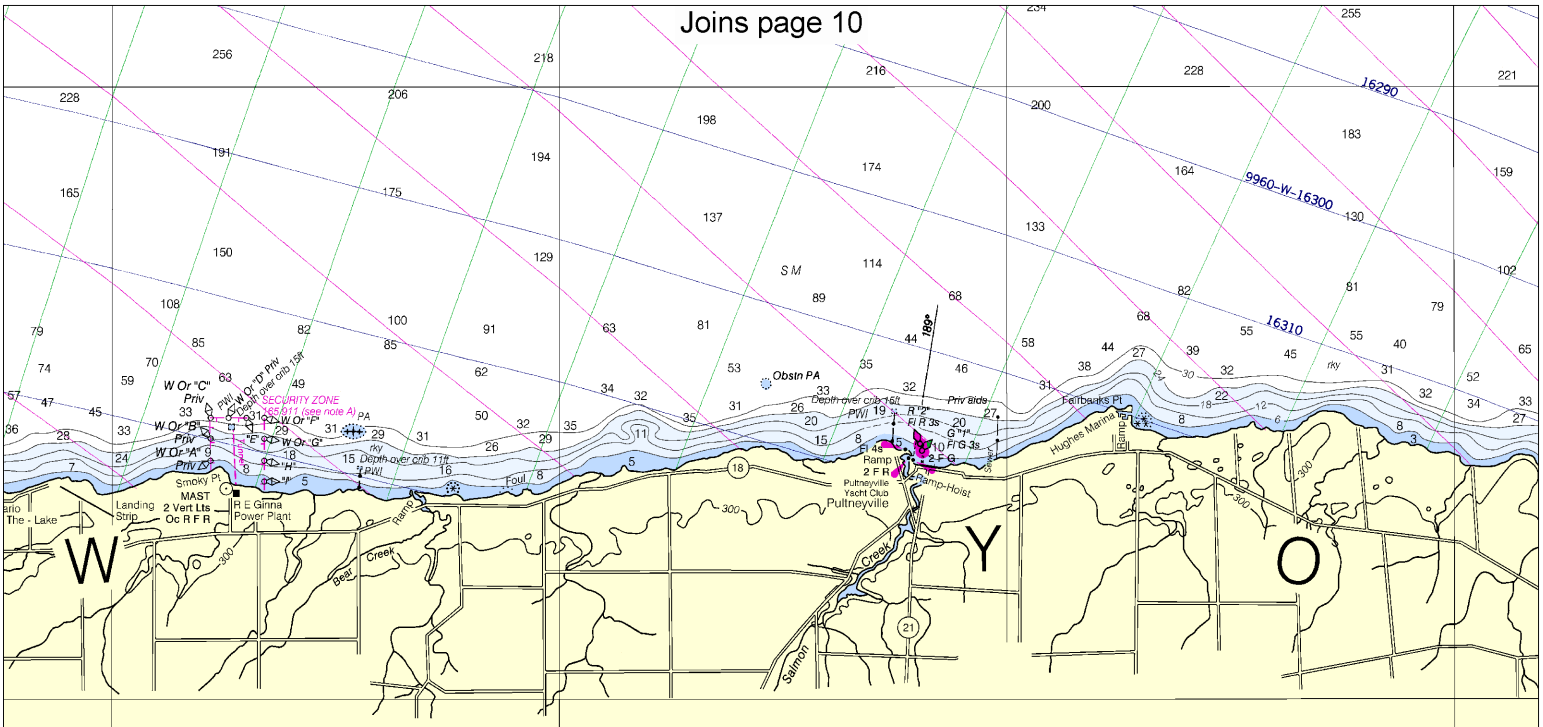
1 ¾ ½ ¼ 0 .5 1 2 3

77°30' 77°25' 77°20'

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 10



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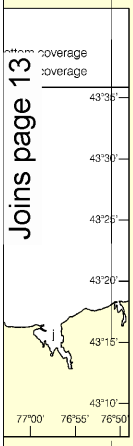
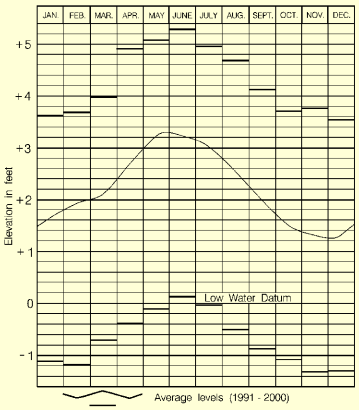


LAKE ONTARIO



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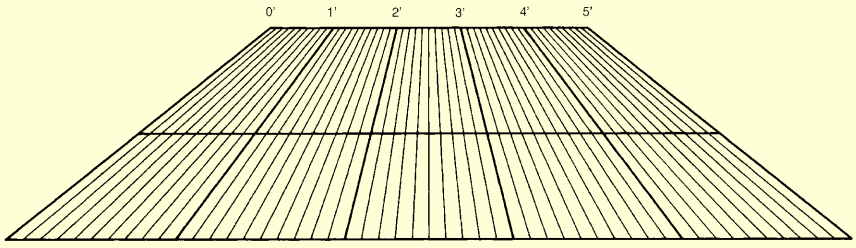
★ 2002 ★
THE YEAR OF
CLEAN WATER
Celebration & Recommitment

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



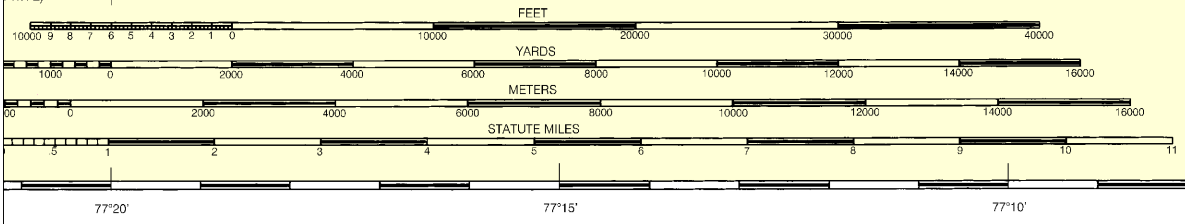
Latitude and Longitude Plotting Interpolator

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.



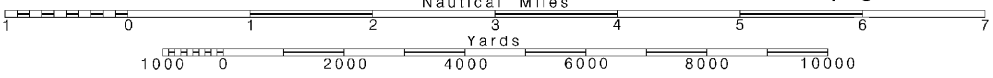
77°20' 77°15' 77°10' 77°05'

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
TIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

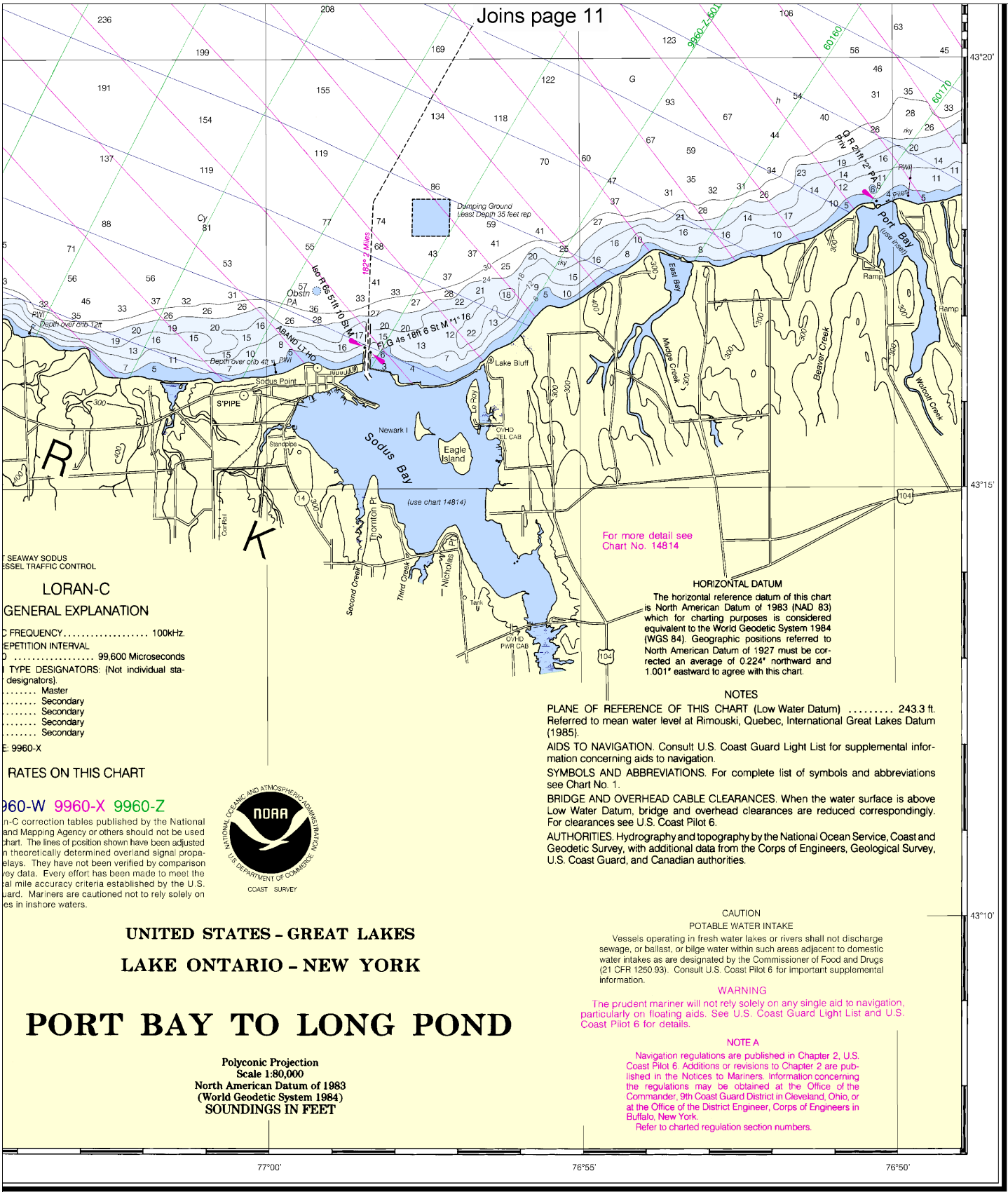
FATHOMS
FEET
METERS

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~



See Note on page 5.



For more detail see Chart No. 14814

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to North American Datum of 1927 must be corrected an average of 0.224" northward and 1.001" eastward to agree with this chart.

T SEAWAY SODUS
SSEL TRAFFIC CONTROL

LORAN-C

GENERAL EXPLANATION

C FREQUENCY..... 100kHz.
EPETITION INTERVAL
O ..... 99,600 Microseconds
TYPE DESIGNATORS: (Not individual station designators).
..... Master
..... Secondary
..... Secondary
..... Secondary
..... Secondary
E: 9960-X

RATES ON THIS CHART

960-W 9960-X 9960-Z

n-C correction tables published by the National and Mapping Agency or others should not be used chart. The lines of position shown have been adjusted n theoretically determined overland signal propagelays. They have not been verified by comparison ey data. Every effort has been made to meet the al mile accuracy criteria established by the U.S. uard. Mariners are cautioned not to rely solely on es in inshore waters.

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 243.3 ft. Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast and Geodetic Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Buffalo, New York.

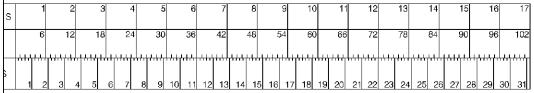
Refer to charted regulation section numbers.

UNITED STATES - GREAT LAKES

LAKE ONTARIO - NEW YORK

PORT BAY TO LONG POND

Polyconic Projection
Scale 1:80,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET



(Port Bay to Long Pond)

SOUNDINGS IN FEET - SCALE 1:80,000

14804

LORAN-C OVERPRINTED

ED NO. 24

NSN 7642014010569

NIMA REFERENCE NO. 14XCO14804

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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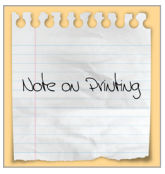

This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker